I. Navy ODS Advisory 96-01C

II. Subj: Ozone-Depleting Substance (ODS) Supply Support

III. References:
(a) COMNAVSUPSYSCOM Washington DC R041422Z JAN 95
(b) COMNAVSEASYSCOM Washington DC R060321Z DEC 94
(c) Navy ODS Advisory 96-01B, Ozone-Depleting Substance (ODS) Supply Support
(d) OPNAVINST 5090.1B, Change 2, Chapter 6, Management of Ozone Depleting Substances dated 09 SEP 99
(e) COMNAVAIRSYSCOM Washington DC R022001Z JUN 93
(f) CNO ltr 5090 Ser 451I/5U597647 dated 11 SEP 95

IV. Cancellation: This advisory cancels and replaces references (a), (b), and (c).

V. Applicability: All Navy Operating Forces, New Ship Construction, and All Activities and Facilities Supporting Operational Units

VI. Background:

1. 40 CFR Part 82 prohibits the production of chlorofluorocarbon (CFC) refrigerants and ODS solvents (CFC-113, 1,1,1-Trichloroethane, and carbon tetrachloride) effective 1 January 1996. 40 CFR Part 82 also prohibits the production of halons effective 1 January 1994. Due to the Navy's continued dependence on these Class I Ozone-Depleting Substances (hereafter referred to as "ODSs") for mission-critical uses, the Defense Logistics Agency (DLA) has established a mission-critical reserve (hereafter referred to as the "DoD ODS Reserve") designed to support the Navy from the time of ODS production cessation to that point in time when the last mission-critical ODS-based systems are retired or suitable alternative substances and technologies are implemented. Chapter 6-5.7 of Reference (d) provides a listing of mission-critical applications for Class I ODSs.

2. Chapters 6-2.3 and 6-5.9.2 of Reference (d) place restrictions on the award and modification of contracts that require the use of ODSs. Navy Acquisition Procedure Supplement (NAPS) sections 5211.271-90 and 5252.211-9000 prohibit activities from awarding any contract that requires the use of an ODS or that can be met only through the use of an ODS unless such use has been approved by a Senior-Acquisition Official (SAO). Chapter 6-5.2 of Reference (d) requires that all Class I ODS for mission-critical applications shall be procured from the DoD ODS Reserve (per Chapter 6-5.8 of Reference (d)) and not by contracting action.

3. DLA provides central management for procurement, receipt, storage, issue, turn-in, and reclamation of ODS products. The inventory control point for the DoD ODS Reserve is the Defense Supply Center Richmond (DSCR -- formerly the Defense General Supply Center (DGSC) Richmond). The co-located Defense Depot Richmond, VA (DDRV) is the primary storage site.

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B. ODS Requisitioning Procedures For Mission-Critical ODS Applications (Except For Shipboard Halon 1301 Support):

1. ODS NSNs: ODSs (both halons and CFC-based refrigerants) are requisitioned from the DoD ODS Reserve using the National Stock Numbers (NSNs) listed in Table 1 at the end of this advisory.

2. MILSTRIP Format For ODS Requisitions: Submit requisitions to the Navy point of entry in standard 80-card Column MILSTRIP format. The following are special MILSTRIP data elements required for requisitioning:

CC 4-6	Routing Identifier: S9G
CC 51	Signal Code (Don't use "D" or "M" or your requisition will be rejected)
CC 57-59	Project Code: GDB
CC 67-69	Transaction Routing: SRG
CC 70	Leave Blank
CC 71	Condition Code: A

3. Authorized Users: To receive a shipment from the DoD ODS Reserve, the ordering activity must have prior Chief of Naval Operations (CNO) authorization. To support this process, Naval Sea Systems Command (NAVSEA), Naval Air Systems Command (NAVAIR), Military Sealift Command (MSC), and Naval Supply Systems Command (NAVSUP) have identified the Unit Identification Codes (UICs) of authorized users of each ODS. Any requirement passed to DSCR for direct issue will be screened by DSCR against the CNO-approved list of authorized users. DSCR will reject requisitions from non-approved activities with a rejection code of "D8" to advise the ordering activity that the requested material requires advanced authorization. Any activity that believes they have been inadvertently left off the list of authorized users should contact the appropriate NAVSEA, NAVAIR, or MSC point of contact listed in Section I.

4. Supply Point Requirements/Procedures: Supply points, such as Fleet Industrial Supply Centers (FISCs), are authorized to support mission-critical requirements by replenishing stocks from the DoD ODS Reserve. Supply points will ensure that the issue of stock originating from the DoD ODS Reserve is restricted to mission-critical users. To assist supply points in screening customer requisitions prior to issue from local stock, NAVSUP has updated the

Automated Non-Standard Requisitioning System (ANSRS) to include the authorized UICs for each ODS. Supply points will reject requisitions from non-approved activities with a rejection code of "D8" to advise the ordering activity that the requested material requires advanced authorization. Supply points are not authorized to deviate from the ANSRS Table of Authorized Users. NAVSUP will update ANSRS UIC data whenever updated UIC lists are sent to the DLA. NAVSUP is currently researching the possibility of loading the Authorized Users List to the Defense Environmental Network Information Exchange (DENIX) for easier update and access.

a. If an ordering activity is authorized to use the DoD ODS Reserve and the supply point does not hold ODS stocks from the DoD ODS Reserve, the supply point must tell the requisitioner to order directly from the DoD ODS Reserve using the procedures outlined in this Advisory.

b. If the requisitioner is not authorized to use the DoD ODS Reserve, the requisitioner must get a technical certification and SAO approval from its chain of command before the material can be purchased (See Section F for additional guidance on technical certifications and SAO approvals for non-mission-critical ODS applications).

5. ODS Shipment Schedules: Local Navy stock points may or may not keep DoD ODS Reserve material on hand. When local stock points do not hold DoD ODS Reserve material, they refer requisitions to DSCR and the material is shipped from DSCR direct to the customer. Material ordered with priority one, two, or three designation will be received by CONUS activities within 8 and by OUTCONUS activities within 13 days. Human intervention in the requisition process can sometimes improve these delivery times. Emergency CONUS deliveries have been accomplished overnight and OUTCONUS deliveries in less than a week. If you have a true emergency, call the DSCR Customer Call Center at (804) 279-4865, DSN 695-4865 or the Item Manager for DoD ODS Reserve Material at (804) 279-3756, DSN 695-3756. A third alternative is to call the DoD ODS Reserve Management Office at (804) 279-5203, DSN 695-5203.

6. ODS Costs: ODS ordered from the DoD ODS Reserve is centrally funded and is free to authorized users with the exception of the 2.75 pound Halon 1301 Portable Fire Extinguisher and shipboard Halon 1301 system cylinders. The cost of DoD ODS Reserve ODS is not recouped from requisitioners. Some shipboard computer systems, however, may temporarily obligate OPTAR funds when they are used to submit requisitions for DoD ODS Reserve material. This is a false obligation...no one bills and no one pays. The false OPTAR obligations disappear during the reconciliation process, but until they do, the money is unavailable for other uses. NAVSUP has been aggressively researching and reviewing a wide variety of possible solutions to resolve the False OPTAR issue. At present, NAVSUP is pursuing the conversion of the Unit Price to $0.01 (1 Cent) in the Change Notice files to alleviate the obligation of excessive funds. However, until further notice, to avoid the false OPTAR obligation, ships are advised to submit ODS requisitions to their POE off-line. Don't use on-board computer systems. Fill out ODS requisitions manually and submit to POE via mail, FAX, SALTS, or walk-through. If ordering direct from DSCR rather than through your normal POE, requisitions can be submitted by telephone. Call (804) 279-4865 or DSN 695-4865. DSCR will ask for all information normally placed on the requisition, so have a complete requisition on hand when you call.

7. Supply Automated Data Processing (ADP) Systems: Some activities have reported that they were charged when they ordered ODS from the DoD ODS Reserve. DLA and Navy stock points should check their ADP systems to ensure that they are not automatically inserting charges for DoD ODS Reserve material. The charges showing up do not appear to be a serious problem because they normally disappear during the reconciliation process but they do temporarily upset activity OPTARS. Any ODS requisition with a project code of "GDB" should be cost free.

8. Shipyard and SUPSHIP Requirements/Procedures:

a. Shipyards and Supervisors of Shipbuilding, Conversion, and Repair (SUPSHIPs) and other ship repair/maintenance facilities are authorized to support mission-critical shipboard air-conditioning, refrigeration, and halon equipment. To ensure all shipyard and SUPSHIP requisitions are supporting mission-critical applications, special requisition procedures will be followed. Shipyard and SUPSHIP requisitions should include the DODACC of the requisitioning activity along with the UIC of the ship or submarine where the CFC or halon will be installed. Card column 45 of the requisition will be marked with a "Y" followed by the ship or submarine UIC entered into supplementary address block (card columns 46-50). Shipyards and SUPSHIPs are not authorized to use the DoD ODS Reserve for non-mission-critical applications.

b. Shipyards and SUPSHIPs should maintain records of all mission-critical CFCs and halons requisitioned for use on government equipment whether Government Furnished Material (GFM) or non-GFM including:

(1) The type and amount of CFC/halon requisitioned,
(2) The UIC of the user, and
(3) The government equipment where the CFC/halon was installed (at government facility or contractor facility).

9. DSCR Assistance Hotline: DSCR has a new assistance hotline that can be called to check stock availability or the status of requisitions. Call (804) 279-4865 or DSN 695-4865 and follow the on-line instructions.

C. Shipboard Halon 1301 Support:

1. Applicability: This section provides amplifying information for support of halon 1301 system cylinders aboard ship. This guidance does not apply to boats, craft, or LCAC, but does apply to PC-1 Class. Additionally, this guidance does not apply to old flammable liquid storage cabinets which were provided with 2-1/2 lb halon systems. These 2-1/2 lb halon systems are not required and should be removed and turned in to the DoD ODS Reserve using the procedures outlined in Section G.

2. Standard Navy Shipboard Halon 1301 Cylinders: Shipboard halon 1301 cylinders are available through the DLA. Please Note: Unlike other DoD ODS Reserve cylinders, these system cylinders are not free issue. A small monetary charge is applied to these cylinders to offset the costs of refurbishment. Turn in leaking or otherwise unsatisfactory halon 1301 cylinders to the DoD ODS Reserve and requisition cylinders using the stock numbers below. Do not use any other NSN to turn in shipboard halon 1301 cylinders. Mark all turn-ins condition Code F and turn in to the DoD ODS Reserve.

Type of Halon 1301 Cylinder	NSN
10 lb Ansul cylinder	6830-01-171-7361
10 lb Kidde-Fenwal cylinder	6830-01-073-6543
15 lb Ansul cylinder	6830-01-221-2192
15 lb Kidde-Fenwal cylinder	6830-01-284-5852
60 lb Ansul cylinder	6830-01-252-2428
60 lb Kidde-Fenwal cylinder	6830-01-294-4455
95 lb Ansul cylinder	6830-01-196-8338
95 lb Kidde-Fenwal cylinder	6830-01-302-2555
125 lb Ansul cylinder	6830-01-140-6150
125 lb Kidde-Fenwal cylinder	6830-01-275-1637

3. Non-Magnetic Halon Cylinder Support: MCM-1 and MHC-51 class ships should obtain support by open purchase. Hiller Systems Inc. is recommended as a source of support. Hiller Systems Inc. can be reached at (334) 661-1275, or at the following address:

Hiller Systems Inc.
ATTN: Mr. Mike Devine
3710 Lakeside Court
Mobile, AL 36616

4. Ten Pound Halon Cylinder Support: Ten pound halon cylinders (NSN 9G 6830-01-120-5384) in FFG-8 through FFG-60 are of a non-standard type that is not currently in stock. However, support is also available from Hiller Systems Inc. (see paragraph C.3., above, for address and phone number).

5. Interchanging Kidde and Ansul Cylinders: No technical problem exists with interchanging Ansul and Kidde cylinders except that the old 1/4-inch hose may not reach the connection point. These hoses are still installed in Kidde systems on AO-177, AO-178, AO-179, and in miscellaneous spaces such as RAST and TACTAS in some CG-47 class ships. If the hose does not reach, it should be replaced with the new tubing assembly (NSN 1H 4210-01-336-9267) being installed in the Fleet now. When interchanging cylinders, it is critical that the 1/4-inch tubing or hose is disconnected from the valve. Valve actuators are not functionally interchangeable; Ansul or Wormald actuators will attach to, but will not actuate, Kidde valves.

6. Wormald International Cylinders: Note that the original Australian-built Wormald International (CAGE CZ3630) 60-lb and 95-lb cylinders in FFG-8 through FFG-60 are fully interchangeable with Ansul cylinders. FFG-8 through FFG-60 should mark original Australian 95-lb cylinders with stock number 2S 4210-LL-HAL-7175, and "F" condition, when turning them in. Original Australian-type 60-lb cylinders should be turned in using the procedures outlined in Section G.

7. Decommissioning Units: Decommissioning ships should turn in halon cylinders to DSCR as described above. All turn-ins must use the stock numbers provided in paragraph C.2. above.

8. Anti-Recoil Caps: Do not ship cylinders unless the 1-1/2 inch anti-recoil cap is installed at the halon outlet of the valve and a valve protection cap is installed over the entire valve. Anti-recoil caps are stocked under NSN 4210-01-149-3807

or NSN 4210-01-175-1924. Valve protection caps are available under stock number 2S 4210-LL-HAL-6242.

D. Aircraft Halon 1301 Portable Fire Extinguishers:

1. Applicability: The following requisition and turn-in information only applies to the 2.75 pound Halon 1301 Portable Fire Extinguishers (NSN 6830-00-555-8837) used on board Navy aircraft for crew compartment fire protection.

2. Requisition and Turn-In Information: The Halon 1301 Portable Fire Extinguisher (PFE) assemblies (an assembly includes a cylinder with a bracket) are available through DLA. NOTE: Unlike other DoD ODS Reserve items, these Halon 1301 PFE assemblies are not a free issue. The NAVAIR supply of these assemblies is finite; therefore requisitions will be closely monitored. DLA will not fill those requisitions from activities, which are not on the NAVAIR list of Authorized Users. Refer to Section G for turn-in and labeling procedures.

Use the following when completing DD Form 1348 for requisitioning halon 1301 PFEs:

CC 30-35 Document Number: enter DODACC of the requisitioning activity (squadron or custodian activity only)
CC 45: enter "Y" (failure to enter a "Y" will result in either a significant delay in filling the requisition or requisition rejection by DLA)
CC 46-50 SUPPADD: enter UIC of local HAZMAT Center of Repair Activity that annually ordered the material
NOTE: Unlike other DoD ODS Reserve items, the PFE is not a free issue.

E. ODS Supply Support For Shipboard Non-Mission Critical, Auxiliary Refrigeration Equipment and Low Pressure Air Dehydrators:

1. Authorization To Use DoD ODS Reserve Materials: Chapter 6-5.9.8 of Reference (d) authorizes all Navy ships to use material from the DoD ODS Reserve to support auxiliary refrigeration equipment (such as galley equipment, medical equipment, or water coolers) until 31 December 2005, and to support low pressure air dehydrators.

a. Material can be requisitioned from the DoD ODS Reserve using procedures outlined in Section B, above.

b. Ships where the main air conditioning and refrigeration equipment has been converted to non-ODS refrigerants will retain access to DoD ODS Reserve material for use in non-mission critical, auxiliary refrigeration equipment.

c. After 31 December 2005, any remaining material requirements for support of non-mission critical, auxiliary refrigeration equipment shall be met through local sources in accordance with Chapters 6-5.9.8 and 6-5.9.2 of Reference (d).

2. Shipboard Low Pressure Air Dehydrator Conversion Program: Shipboard low pressure air dehydrators will be converted through programs directed and managed by Commander, Naval Sea Systems Command and Commander, Military Sealift Command.

3. Non-Mission Critical, Auxiliary Refrigeration Equipment Support:

a. Type Commanders (TYCOMs) and ships shall develop and execute plans for phased ~~retrofit/~~replacement of Class I ODS non-mission critical, auxiliary refrigeration equipment in accordance with Reference (d). TYCOMs and ships must consider the limited time period where ships will have access to the DoD ODS Reserve for non-mission critical, auxiliary refrigeration equipment support when executing plans.

b. ~~Retrofits or r~~eplacements that require planning yard support shall be included in the Current Ship's Maintenance Project (CSMP). ~~Retrofits or r~~eplacements that are within Ship's Force/IMA capability are performed as units fail or when non-rechargeable equipment requires repairs involving refrigerant replacement.

c. New procurements of non-mission critical, auxiliary refrigeration equipment must be in accordance with Reference (d). NAVSEA Catalog S6161 (Q5-CAT-010) should be used as a resource.

4. Non-Mission Critical, Auxiliary Refrigeration Equipment Repair and Replacement:

a. If the non-mission critical, auxiliary refrigeration equipment is in satisfactory working condition, no change out is required at this time.

b. If the non-mission critical, auxiliary refrigeration equipment is in good overall condition but in need of repair, use current procedures to repair and if required, utilize shipboard spare R-12 or R-502 or procure material from existing DoD ODS Reserve stockpile of R-12 as authorized by Reference (d).

c. If the non-mission critical, auxiliary refrigeration equipment is beyond economical repair (cost of labor and material exceeds 50 percent of the unit's replacement value), it should be replaced with equipment using a non-ODS refrigerant, such as HFC-134a (R-134a) and HFC-404A (R-404A).

e. Retrofitting equipment with refrigerant blends other than equipment design is not authorized. Logistic support for retrofits does not exist. Because of the policy change by Reference (d) allowing the use of the DoD ODS Reserve stockpile, retrofits are not required at this time.

F. ODS Requisitioning Procedures For Non-Mission-Critical ODS Applications:

1. Technical Certification and SAO Approval: Chapter 6-5.9.2 of Reference (d) places restrictions on the purchase of ODSs with the objective of discouraging use of ODSs and preventing unnecessary acquisition of ODS products. Chapter 6-5.9.2 of Reference (d) states that no purchase of ODSs is allowed without a Technical Certification and SAO approval. All NAVAIR Technical Certifications and SAO approvals must be coordinated through the appropriate point of contact listed in Section I.

a. The Technical Certification certifies that a technical review has been conducted and that there are no suitable substitutes available. In many cases, the Technical Certification is made at the Systems Command

level (Naval Sea Systems Command, Naval Air Systems Command, Naval Facilities Engineering Command, et cetera).

b. The SAO approval follows the Technical Certification and is provided by a Flag Officer or member of the Senior Executive Service who has been designated by the requiring command to be the SAO for the procurement. The SAO is the person who actually authorizes the purchase. When the SAO signs the approval, the SAO commits to report the procurement to ASN(RD&A) directly, through CNO, or through the appropriate Systems Command.

2. SAO Approvals For Non-DoD ODS Reserve Customers: Customers do not need technical certifications and SAO approvals to get ODS from local, non-DoD ODS Reserve Navy Supply Point stock. Certification and approval are necessary only when a contract is required to purchase the material. When a Navy Supply Point purchases ODS for stock, it provides the Technical Certification and SAO approval. When a FISC purchases ODS for a specific customer, the customer provides the Technical Certification and SAO Approval.

3. Non-DoD ODS Reserve ODS: NAVAIR activities requisitioning an ODS not included in the DoD ODS Reserve stock must obtain a Technical Certification and SAO approval before the material can be purchased. All NAVAIR Technical Certifications and SAO approvals must be coordinated through the appropriate point of contact listed in Section I.

G. ODS Turn-In Procedures:

1. Turn-In of Excess and Recovered ODS: Navy field activities and operating units should have previously suspended the sale and transfer of excess and recovered halon and refrigerant to non-Navy activities in accordance with Chapter 6-5.13.1 of Reference (d). Excess and recovered ODS not required for local use in existing equipment (through local recycling programs) shall be turned in to the DoD ODS Reserve. The effectiveness of the DoD ODS Reserve is dependent on full compliance with this requirement. **NOTE: These requirements do not apply to Class I ODSs to be transferred per BRAC procedures.**

2. Types of Turn-In Containers: No authorization/pre-notification is needed when turning in ODSs to the DoD ODS Reserve. All types of cylinders or containers filled or partially filled with a DoD ODS Reserve ODS will be accepted in the DoD ODS Reserve to include fire extinguishers, drums, spheres, and canisters. Halons and refrigerants can be returned in their original cylinders or in specially-designed government-recovery cylinders. Government recovery cylinders are available free of charge from DSCR for ODS turned in to the DoD ODS Reserve. They can be requisitioned by following normal MILSTRIP procedures. The government cylinders used for recovering CFC refrigerants are painted orange, and halons red. Both have yellow tops and dual port valves (two valves) to distinguish them from the single port valve standard spec gas cylinders. For only Navy shipboard applications, dual port spec gas (virgin) CFC cylinders are available from the DoD ODS Reserve. These unique spec gas cylinders can also be used for recovering CFCs. DLA is prepared to accept all types of cylinders, including standard, system, fire extinguishers and commercial cylinders, if transferring halon or refrigerant to recovery cylinders is not practical.

3. CFC-113 and 1,1,1-Trichloroethane (Methyl Chloroform) Solvents: Chapter 6-5.9.7.1 of Reference (d) requires that unused CFC-113 and 1,1,1-Trichloroethane (Methyl Chloroform) solvents contained in their original drums or cans with unbroken seals shall be returned to the DoD ODS Reserve.* Identify these drums and cans by the turn-in/dirty gas NSN in accordance with its storage capacity.

* The DoD ODS Reserve will also accept CFC-113 refrigerant. If an activity has any excess CFC-113 used as a refrigerant, call (804) 279-5203 or DSN 695-5203 for specific turn-in guidance.

4. NSNs For Requisitioning ODS Recovery Cylinders: The NSNs listed in Table 2 at the end of this advisory should be used to order ODS recovery cylinders.

5. Container Labeling Prior To Turn-In: Prior to turn-in, all ODS containers should be tagged with the following information with the tag tucked beneath the cylinder protective cap or attached securely to the container:

a. The shipper's DoD Activity Address Code (DoDAAC).*
b. The shipping activity with point of contact and phone number.
c. The NSN of cylinder(s) containing the recovered ODS (see paragraph F.6. below).
d. Type of ODS (e.g., Halon 1301 or CFC-12).
e. The quantity of containers on the pallet or within the shipping crate. **
f. Packaged and labeled in compliance with Department of Transportation regulations

* Note: If the turned-in material originates from a ship or submarine, the shipper should leave the DODAAC of the ship/submarine on the tag.

** Note: When multiple containers (cylinders, drums, spheres, canisters, or fire extinguishers) with the same NSN are shipped palletized or in a box/crate, apply only one tag/label to the shipment, not to each item.

6. NSNs For Excess or Recovered ODS: When turning in excess or recovered halons, refrigerant, or solvents in any type of container to the DoD ODS Reserve, use the NSNs listed in Table 3 at the end of this advisory to identify the material on the tag attached to each container.

7. NSNs For Labeling Empty Spec Gas (Virgin) Product Cylinders For Turn-In To The DoD ODS Reserve: When turning in empty spec gas (virgin) product cylinders to the DoD ODS Reserve, use the NSNs listed in Table 4 at the end of this advisory to identify the cylinder on the tag attached to each container.

8. Handling and Shipping Procedures For Halon Cylinders and Canisters: Fire suppression system cylinders and canisters with electrical charges or initiators must be deactivated prior to shipment to the DoD ODS Reserve. Also, safety caps must be used to cover exposed actuating mechanisms and discharge ports on these special cylinders, otherwise dangerous safety situations could arise during the shipping, receiving, or storage process. Local fire protection equipment companies can provide safety services. Special handling procedures for halon system cylinders are outlined below. **NOTE: EPA regulations now require that halon technicians be trained in the reduction/minimization of halon emissions/releases. Therefore, only properly trained technicians should handle halon cylinders.** If further guidance is needed contact Mr. Joe

Schmierer of the DoD ODS Reserve Program Office at DSN 695-5202 or (804) 279-5202.

a. Halon 1301 is typically incorporated into built-in fire suppression systems applications with the charged halon cylinder connected to the system piping. Because the halon is over pressurized with nitrogen to facilitate distribution, these system cylinders are usually disconnected from the system and used as the transportation cylinder to return the product to the DoD ODS Reserve as the systems are taken out of service. However, fire suppression system cylinders and canisters with electrical charges or initiators must be deactivated prior to shipment to the DoD ODS Reserve. Special care should be taken when deactivating and disassembling the systems. The valves on these cylinders are designed in a manner that upon activation, they are changed instantly from a closed position to fully open position and will dispense the Halon in under 10 seconds. The combination of these sensitive valves and the high pressure within the cylinders require compliance with good safety practices.

b. Instructions for dismantling a Halon Fire Suppression System are provided as follows:

(1) The first step is to deactivate the actuation system, which are usually electrical or pneumatic. However, disconnection from the electrical or pneumatic source is not sufficient from a safety standpoint. In the case of pneumatic systems, there is often still a small pin exposed that must be covered with a safety cap before handling. Just the slightest touch on this pin could cause full activation of the valve. In the case of electrically activated valves, simple disconnection of the electrical leads to solenoid valves is acceptable. However, if the electrical connection is to an explosive initiator, it is very important to remove the initiator. This is a very important safety practice, because static electricity can cause the explosive to detonate. These actions should be done before any other dismantling is initiated.

(2) The next step is to disconnect any discharge piping from the discharge port. Immediately upon disconnection of the piping, install an anti-recoil device (discharge port safety cap). Safety caps should be used to cover exposed actuation mechanisms and discharge ports on these special cylinders, otherwise dangerous safety situations could arise during the shipping, receiving, or storage process. Application of manufacturer's designed and supplied caps are the proper safety practice. In some cases the threads are not exactly the same as pipe threads and may not hold under the pressure of release. However, if pipe caps, plugs or plates are substituted for manufacturer's caps, at least four opposing holes must be drilled in the anti-recoil cap, plug or plate to disperse any release of the halon if the valve inadvertently activates. Anti-recoil device safety caps/plugs/plates must always be in place before handling the cylinders.

(3) Adherence with the above safety practices is paramount before removing any cylinders from the mounting position. Once the safety devices are in place, cylinders can be moved with relative

safety. However, these are high-pressure compressed gas cylinders and require all the safe handling practices of any other gas cylinder. Also, protective safety wear is required for personnel deactivating cylinders.

9. Credit For ODS/Cylinder Turn-Ins: Monetary credit will not be given for turned in ODSs or cylinders. However, ownership credit will always be given to Navy for the quantity of ODSs contained in each container and for government cylinders returned to the DoD ODS Reserve. The ODSs (once reclaimed) can be requisitioned from the DoD ODS Reserve by service authorized activities and the containers can be reissued to the Navy as needed.

10. Turn-In of Empty Cylinders: Empty recovery and standard government cylinders must be turned in to the DoD ODS Reserve. Spec gas empty cylinders (see paragraphs G.2. and G.4., above) should not be used for recovery purposes (NOTE: for only Navy shipboard applications, dual port spec gas (virgin) CFC cylinders can be used for recovering CFCs). There is a particular need for 1000-pound halon and 50-pound refrigerant cylinders. If you are unsure whether the cylinder is government owned, return it anyway. Remember, once these cylinders are returned, they will remain Navy property.

11. Shipping Procedures: After tagging, activities with in-house shipping capability can ship the ODS containers directly to the address in paragraph G.12. below. No advance authorization is needed. No documentation other than the tag attached to each container is required. If an activity does not have shipping capability, it should turn the ODS in to the point where excess material is normally turned in for material turned into store (MTIS) processing. The MTIS operation will then ship it to the DoD ODS Reserve.

12. Shipping address: *

Defense Depot Richmond VA (DDRV)
SW0400
Cylinder Operations
8000 Jefferson Davis Highway
Richmond, VA 23297-5900

* If your activity is personally transporting ODS to the DoD ODS Reserve be sure to schedule your delivery with the DDRV Dispatch Office at DSN 695-3834 or (804) 279-3834.

13. DLA Assistance: If money is not available within your activity to ship excess ODS to the DoD ODS Reserve, transportation cost assistance can be provided for shipments costing $250.00 or greater. This cost assistance is strictly for transporting ODS, empty recovery and standard government cylinders and not for packing costs. For transportation cost assistance fax the following data to Mr. Steve Minus at (804) 279-4970 or DSN 695-4970:

a. Type and quantity of ODS.
b. Total weight of shipment.
c. The shipping cost.
d. Requesting facility and point of contact.

14. Applicable Shipping Regulations: When shipping ODS, the following regulations should be followed as applicable.

a. MIL-STD-129L, Military Standard for Marking for Shipment and Storage.
b. DLAR 4145.25, Storage and Handling of Compressed Gases and Liquids in Cylinders, and of Cylinders.
c. CFR 49, 173 (particularly 173.301), Requirements for the Shipment of Compressed Gas Cylinders.
d. DoD Regulation 4000.25-1-M.
e. Applicable service regulations:
(1) AR-700-68
(2) NAVSUPINST 4440.128C
(3) MCO 10330.2C
(4) AFR 67-12

15. Turn-In of Mixed DoD ODS Reserve Products: Burnt out or mixed reserve products can be turned in to the DoD ODS Reserve. Clearly identify the chemical by defining its components (i.e. R-12 & R-502).

16. Items Not Covered By the DoD ODS Reserve: The following items are not part of the DoD ODS Reserve: *

a. Empty regular fire extinguishers (non-system cylinders).
b. Empty commercial containers.
c. Aerosol cans with DoD ODS Reserve chemicals.
d. Dry chemicals.

* Contact your local Property Disposal Office for guidance on the discarding of these items.

17. Aircraft Fixed-System Halon Bottles:

a. Aircraft fixed-system halon bottles should not be sent to the DoD ODS Reserve. NAVAIR has directed that these specialized aircraft cylinders go to Naval Aviation Depots for halon recovery and bottle reconditioning.

b. Hydrostatic Pressure Test Requirement Policy:

(1) Reference (e) directs all user activities to stop removing halon 1301 fire extinguisher bottles from aircraft only for the purpose of satisfying the five (5) year hydrostatic pressure test requirement. Therefore, the only requirement to hydrostatically test fire extinguisher bottles is prior to refilling when five (5) years has passed since the last test.

(2) All other periodic maintenance actions on the aircraft fire extinguisher bottles shall be performed at their specified interval.

(3) Fully or partially filled bottles found during periodic inspections with (1) visible imperfections requiring the removal of the bottle or (2) suspected improper gauge operation shall be shipped to Naval Aviation Depot (NADEP) Cherry Point or NADEP North Island for halon recovery and then shipped back to the sending activity for repair.

(a) NADEP Cherry Point:

Point of Contact: Floyd Stanley (919) 466-7949

Commanding Officer
Code 94104; ATTN: F. Stanley
Naval Aviation Depot
PSC Box 8021, Building 137
Cherry Point, NC 28553-0021

(b) NADEP North Island:

Point of Contact: Ken Ramos (619) 545-2469

Department of Navy
Naval Aviation Depot
Customer Service, Department 930
P.O. Box 357058
San Diego, CA 92135-7058

(4) For additional information see Reference (e) or contact the NAVAIR Technical POC listed in Paragraph G.4, below.

18. Procedures for European Collection Site at DDDE-Germersheim, Germany:

a. The primary turn-in site for the DoD ODS Reserve is located at DDRV in Richmond, VA. However, collection sites have been established in Germersheim, Germany for European bases, in Pearl Harbor, Hawaii for Pacific region activities and in Yokosuka, Japan for Asian bases. These sites are not mini Reserves, only DoD ODS Reserve collection sites. The following procedures apply only to the European collection site at Defense Distribution Depot Europe (DDDE) Germersheim, Germany.

b. Initially the collection site will focus on accepting excess and recovered Halons and Refrigerants, and excess solvents in unopened original issue containers, of the types identified in Section 4. As other items become eligible at later dates, you will be notified when those products will be accepted.

c. The collection site has been fully operational since April 1997.

d. Turn-in procedures:

(1) All ODS containers being shipped to DDDE-Germersheim will be coordinated in advance through the Transportation Office by telephoning 378-3344/3871 or civilian 49-7274-58344/58871. ODS will be received Monday's through Fridays. If units cannot turn in on these days, special accommodations will be made for turn-ins.

(2) All types of ODS containers will be accepted in the DoD ODS Reserve to include cylinders, fire extinguishers, drums, spheres, and canisters. Government recovery cylinders are available free of charge through DSCR for ODS turned in. They can be requisitioned by following normal MILSTRIP procedures. The government cylinders used for recovering CFC refrigerants are

painted orange, and Halons red. Both have yellow tops and dual port (two valves) to distinguish them from single port valve standard spec gas (virgin) cylinders.

(3) All ODS containers being turned in to DDDE-Germersheim must have the following information attached:

(a) The shippers DoD Activity Address Code (DoDAAC).
(b) The shipping activity with POC and phone number.
(c) The NSN of cylinder(s) containing the recovered ODS (see Table 3).
(d) Type of ODS (i.e., Halon 1301 or CFC-12).
(e) The quantity of containers on the pallet or within the shipping crate. *

* Note: When multiple containers (cylinders, drums, spheres, canisters, or fire extinguishers) with the same NSN are shipped palletized or in a box/crate, apply only one tag/label to the shipment, not to each item. Pallets must contain items of the same type (i.e., cylinders, drums, canisters, etc.).

(4) Fire suppression system cylinders and canisters with electrical charges or initiators must be deactivated prior to shipment to the DoD ODS Reserve. Also, safety caps must be used to cover exposed actuation mechanisms and discharge ports on these special cylinders, otherwise dangerous safety situations could arise during the shipping, receiving, or storage process. Local fire protection experts can provide safety services. Special handling procedures for halon system cylinders are provided in paragraph G.8, above. If further guidance is needed contact Mr. Joe Schmierer of the ODS Reserve Program Office in Richmond, VA at DSN 695-5202 or (804) 279-5202.

(5) Monetary credit will not be given for turned in ODS or cylinders. However, ownership credit will always be given to the service or agency for the pounds of ODS returned to the DoD ODS Reserve. ODS can be requisitioned from the DoD ODS Reserve by service-authorized activities.

(6) The following procedures are applied and will be followed:

(a) Units with leaking containers must transfer the ODS into proper storage containers before shipment to DDDE-Germersheim. If guidance is needed related to leaking cylinders, please call one of the collection site POCs as provided in paragraph G.18.d.(8), below.

(b) Cylinders will be banded to wooden pallets using metal/steel banding material or secured in a wooden crate.

(c) Halon fire extinguishers/system cylinders will have safety pins installed where applicable and secured to

prevent accidental release. Safety caps will be installed on cylinders.

(d) DD Form 1348-1 will be the document used to turn-in ODS cylinders.

(e) The cargo vehicle (truck/trailer) will have means for forklift off-loading (removable side rails etc.). Cylinders will not be off-loaded by hand.

(7) Transportation Guidance:

(a) When transporting compressed gas cylinders with ODS, the following guidelines apply to military and in some cases contracted carriers:

- Military carriers must be in compliance with USAREUR regulation 55, and USAFE regulation 75 and comply with the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) and the equivalent in Germany (GGVS).

- Any shipment performed by U.S. military and military vehicles will require driver training and certification, inspection requirements of vehicles, and other requirements as mandated by regulation.

- Shipments coming from outside of Germany must be in compliance with exporting and importing country requirements.

- Shipments performed over water must be in compliance with the International Maritime Dangerous Goods Code (IMDG).

(b) For units in Germany without appropriate transportation capability, transportation services for ODS to the new collection point in DDDE-Germersheim will be made through DRMO disposal contracts. Units that want to utilize this service are required to provide a separate DD Form 1348-1 to fund transportation, and shall contact the servicing DRMO for instructions. DRMS will monitor shipments for regulatory compliance.

(c) If money is not available within your activity to ship excess ODS to the DoD ODS Reserve, transportation cost assistance can be provided for shipments costing $250.00 or greater. This cost assistance is strictly for transporting ODS, empty recovery and standard government cylinders and not for packing costs. The $250.00 minimum transportation cost assistance policy applies to shipping ODS from the overseas base to the consolidation point. Shipments from the consolidation point will be funded by

the DoD ODS Reserve for transporting ODS to the United States. For transportation cost assistance fax the following data to Mr. Steve Minus at (804) 279-4970, DSN 695-4970 or sminus@dscr.dla.mil:

- Type and quantity of ODS
- Total weight of shipment
- The shipping cost
- Requesting facility and point of contact

(d) Turn-ins originating in Europe, except for the United Kingdom, should be forwarded to the following consolidation point:

SWE300
Defense Distribution Depot Europe
Bldg 7977
US Depot Germersheim
Gate 2
76726 Germersheim

(8) Points of contact at DDDE-Germersheim are:

(a) James Epps, Project Manager, DSN 378-3871, Comm: 49-7274-58871*
(b) Perry Biacco, ODS Handler, DSN 378-3594/3898, Comm: 49-7274-58594/898*
(c) Charles Crumb, ODS Handler, DSN 378-3594/3898, Comm: 49-7274-58594/898*
(d) John Ludwig, Ch. Transportation, DSN 378-3344, Comm: 49-7274-58344*
(e) SFC James Thomas, NCOIC Transportation, DSN 378-3344, Comm: 49-7274-58344*

* After duty hours, contact gate guards at DSN378-3678, Commercial 49-7274-58678. Security guards have the home telephone numbers of the designated personnel.

19. Procedures for Pacific Collection Site at Defense Depot Pearl Harbor, Pearl Harbor, Hawaii:

a. The primary turn-in site for the DoD ODS Reserve is located at DDRV in Richmond, VA. However, collection sites have been established in Germersheim, Germany for European bases, in Pearl Harbor, Hawaii for Pacific region activities and in Yokosuka, Japan for Asian bases. These sites are not mini Reserves, only DoD ODS Reserve collection sites. The following procedures apply only to the Pacific collection site at Defense Depot Pearl Harbor (DDPH), Pearl Harbor, Hawaii.

b. Initially the collection site will focus on accepting excess and recovered halons and refrigerants, and excess solvents in unopened original issue containers, of the types identified in Section 4. As other items become eligible at later dates, you will be notified when those products will be accepted.

c. The collection site has been fully operational since August 1997.

d. Turn-In Procedures:

(1) Deliveries will be accepted five days a week, Monday through Friday, between 0800 and 1400 (except holidays). Advance notification is not required on quantities of four (4) pallets or less. For quantities greater than 4 pallets, a delivery schedule should be coordinated in advance with DDPH, telephone (808) 474-3770. Any other special accommodations should be coordinated at the same phone number.

(2) All types of ODS containers will be accepted in the DoD ODS Reserve to include cylinders, fire extinguishers, drums, spheres, and canisters. The exception is aircraft specific halon canisters, which should be returned through the airframe maintenance channels. Government recovery cylinders are available free of charge through DSCR for ODS turn-ins. They can be requisitioned by following normal MILSTRIP procedures. The government cylinders used for recovering CFC refrigerants are painted orange, and Halons red. Both have yellow tops and dual port (two valves) to distinguish them from single port valve standard spec gas (virgin) cylinders.

(3) All ODS containers being turned in to DDPH must have the following information attached to each cylinder or to each palletized load:

(a) The shippers DoD Activity Address Code (DoDAAC).
(b) The shipping activity with POC and phone number.
(c) The NSN of cylinder(s) containing the recovered ODS (see Table 3).
(d) Type of ODS (i.e., Halon 1301 or CFC-12).
(e) The quantity of containers on the pallet or within the shipping crate. *

* Note: When multiple containers (cylinders, drums, spheres, canisters, or fire extinguishers) with the same NSN are shipped palletized or in a box/crate, apply only one tag/label to the shipment, not to each item. Pallets must contain items of the same type (i.e., cylinders, drums, canisters, etc.). Boxed/crated loads may contain different size containers, but should contain the same type of product, and must note on the exterior that multiple NSNs are within.

(4) Fire suppression system cylinders and canisters with electrical charges or initiators must be deactivated prior to shipment to the DoD ODS Reserve. Also, safety caps must be used to cover exposed actuation mechanisms and discharge ports on these special cylinders, otherwise dangerous safety situations could arise during the shipping, receiving, or storage process. Local fire protection experts can provide safety services. Special handling procedures for Halon system cylinders are provided in paragraph G.8, above. If further guidance is needed contact Mr. Joe

Schmierer of the ODS Reserve Program Office in Richmond, VA at DSN 695-5202 or (804) 279-5202.

(5) Monetary credit will not be given for turned in ODS or cylinders. However, ownership credit will always be given to the service or agency for the pounds of ODS returned to the DoD ODS Reserve. ODS can be requisitioned from the DoD ODS Reserve by service-authorized activities.

(6) The following procedures are applied and will be followed:

(a) Units with leaking containers must transfer the ODS into proper storage containers before shipment to DDPH. If guidance is needed related to leaking cylinders, please call one of the collection site POCs as provided in paragraph G.19.d.(8), below.

(b) Cylinders will be banded to wooden pallets using metal/steel banding material or secured in a wooden crate.

(c) Halon fire extinguishers/system cylinders will have safety pins installed where applicable and secured to prevent accidental release. Safety caps will be installed on cylinders.

(d) DD Form 1348-1 will be the document used to turn-in ODS cylinders.

(e) Direct deliveries from installations must be on cargo vehicles (truck/trailer) with means for ground level forklift off-loading (removable side rails, etc.). Off-island shipments can be shipped via routine commercial or military means. Containers will not be off-loaded by hand.

(7) Transportation Guidance:

(a) When transporting compressed gas cylinders with ODS, the following guidelines apply to military and in some cases contracted carriers:

- Shipments coming from outside of Hawaii must be in compliance with exporting and importing country requirements.

- Shipments performed over water must be in compliance with the International Maritime Dangerous Goods Code (IMDG).

(b) If money is not available within your activity to ship excess ODS to the DoD ODS Reserve, transportation cost assistance can be provided for shipments costing $250.00 or greater. This cost assistance is strictly for transporting ODS, empty recovery and standard government cylinders and not for packing costs. The $250.00 minimum

transportation cost assistance policy applies to shipping ODS from the Hawaii or Pacific base to the collection point at FISC Pearl Harbor. Shipments from the consolidation point will be funded by the DoD ODS Reserve for transporting ODS to the United States. For transportation cost assistance fax the following data to Mr. Steve Minus at (804) 279-4970, DSN 695-4970 or sminus@dscr.dla.mil:

- Type and quantity of ODS
- Total weight of shipment
- The shipping cost
- Requesting facility and point of contact

(c) Turn-ins originating in the Pacific region should be forwarded to the following consolidation point:

Defense Depot Pearl Harbor DDPH
Cylinder Operations (Bldg. 1762)
804 Vincennes Avenue
Pearl Harbor, Hawaii 96860-4544

(8) Points of contact at DDPH are:

(a) Primary - Stan Sousa, Policy and Procedural Coordination, Comm: (808) 474-4076
(b) Alternate - Alan Fujii, Delivery Coordination, Comm: (808) 474-3770

20. Procedures for Pacific Collection Site at Defense Distribution Depot Yokosuka Japan, Yokosuma, Japan:

c. The primary turn-in site for the DoD ODS Reserve is located at DDRV in Richmond, VA. However, collection sites have been established in Germersheim, Germany for European bases, in Pearl Harbor, Hawaii for Pacific region activities and in Yokosuka, Japan for Asian bases. These sites are not mini Reserves, only DoD ODS Reserve collection sites. The following procedures apply only to the Pacific collection site at Defense Distribution Depot Yokosuka Japan (DDYJ), Yokosuma, Japan.

d. Initially the collection site will focus on accepting excess and recovered halons and refrigerants, and excess solvents in unopened original issue containers, of the types identified in Section 4. As other items become eligible at later dates, you will be notified when those products will be accepted.

c. The collection site becomes operational late 1999.

d. Turn-In Procedures:

(1) Deliveries will be accepted five days a week, Monday through Friday, between 0800 and 1400 (except holidays). Coordinate delivery in advance with DDYJ, Mr. Sidney Frazier, commercial (0486)-21-1911, ext. 243-8342. Any other special accommodations should be coordinated at the same phone number.

(2) All types of ODS containers will be accepted in the DoD ODS Reserve to include cylinders, fire extinguishers, drums, spheres, and canisters. The exception is aircraft specific halon canisters, which should be returned through the airframe maintenance channels. Government recovery cylinders are available free of charge through DSCR for ODS turn-ins. They can be requisitioned by following normal MILSTRIP procedures. The government cylinders used for recovering CFC refrigerants are painted orange, and Halons red. Both have yellow tops and dual port (two valves) to distinguish them from single port valve standard spec gas (virgin) cylinders.

(3) All ODS containers being turned in to DDYJ must have the following information attached to each cylinder or to each palletized load:

(a) The shippers DoD Activity Address Code (DoDAAC).
(b) The shipping activity with POC and phone number.
(c) The NSN of cylinder(s) containing the recovered ODS (see Table 3).
(d) Type of ODS (i.e., Halon 1301 or CFC-12).
(e) The quantity of containers on the pallet or within the shipping crate. *

* Note: When multiple containers (cylinders, drums, spheres, canisters, or fire extinguishers) with the same NSN are shipped palletized or in a box/crate, apply only one tag/label to the shipment, not to each item. Pallets must contain items of the same type (i.e., cylinders, drums, canisters, etc.). Boxed/crated loads may contain different size containers, but should contain the same type of product, and must note on the exterior that multiple NSNs are within.

(4) Fire suppression system cylinders and canisters with electrical charges or initiators must be deactivated prior to shipment to the DoD ODS Reserve. Also, safety caps must be used to cover exposed actuation mechanisms and discharge ports on these special cylinders, otherwise dangerous safety situations could arise during the shipping, receiving, or storage process. Local fire protection experts can provide safety services. Special handling procedures for Halon system cylinders are provided in paragraph G.8, above. If further guidance is needed contact Mr. Joe Schmierer of the ODS Reserve Program Office in Richmond, VA at DSN 695-5202 or (804) 279-5202.

(5) Monetary credit will not be given for turned in ODS or cylinders. However, ownership credit will always be given to the service or agency for the pounds of ODS returned to the DoD ODS Reserve. ODS can be requisitioned from the DoD ODS Reserve by service-authorized activities.

(6) The following procedures are applied and will be followed:

(a) Units with leaking containers must transfer the ODS into proper storage containers before shipment to DDYJ. If guidance is needed related to leaking cylinders, please call one of the collection site POCs as provided in paragraph G.20.d.(8), below.

(b) Cylinders will be banded to wooden pallets using metal/steel banding material or secured in a wooden crate.

(c) Halon fire extinguishers/system cylinders will have safety pins installed where applicable and secured to prevent accidental release. Safety caps will be installed on cylinders.

(d) DD Form 1348-1 will be the document used to turn-in ODS cylinders.

(e) Direct deliveries from installations must be on cargo vehicles (truck/trailer) with means for ground level forklift off-loading (removable side rails, etc.), seavan containers or ship. Off-island shipments can be shipped via routine commercial or military means. Containers will not be off-loaded by hand.

(7) Transportation Guidance:

(d) When transporting compressed gas cylinders with ODS, the following guidelines apply to military and in some cases contracted carriers:

- Shipments coming from outside of Japan must be in compliance with exporting and importing country requirements.

- Shipments performed over water must be in compliance with the International Maritime Dangerous Goods Code (IMDG).

(e) If money is not available within your activity to ship excess ODS to the DoD ODS Reserve, transportation cost assistance can be provided for shipments costing $250.00 or greater. This cost assistance is strictly for transporting ODS, empty recovery and standard government cylinders and not for packing costs. The $250.00 minimum transportation cost assistance policy applies to shipping ODS from Asian base to the collection point at DDYJ. Shipments from the consolidation point will be funded by the DoD ODS Reserve for transporting ODS to DDRV, Richmond, Virginia. For transportation cost assistance fax the following data to Mr. Steve Minus at (804) 279-4970, DSN 695-4970 or sminus@dscr.dla.mil:

- Type and quantity of ODS
- Total weight of shipment

- The shipping cost
- Requesting facility and point of contact

(f) Turn-ins originating in the Pacific region should be forwarded to the following consolidation point:

Defense Distribution Depot Yokosuma Japan
(DDYJ)
Receiving Division
Bldg. 35
Yokosuma, Japan

(8) Point of contact at DDYJ is:

(a) Sidney Frazier, commercial (0486)-21-1911, ext. 243-8342

H. Foreign-Military Sales (FMS):

1. DoD ODS Reserve Availability For FMS: Material in the DoD ODS Reserve is not available for FMS. The transfer of DoD ODS Reserve material to FMS customers is not authorized. Reference (f) provides further details on Navy FMS ODS support.

I. Points of Contact:

1. CNO:
   a. Gail Weston, CNO N451, commercial (703) 602-7871, DSN 332-7871, facsimile (703) 602-2676, weston.gail@hq.navy.mil.

2. COMNAVSEASYSCOM:
   a. Greg Toms (Fleet Implementation), NAVSEA 05L12, commercial (703) 602-9025 x501, DSN 332-9025 x501, facsimile (703) 602-6808, tomsgs@navsea.navy.mil.
   b. Doug Barylski (Shipboard Halons), NAVSEA 05L4, commercial (703) 602-5552 x306, DSN 332-5552 x306, facsimile (703) 602-5089, barylskidj@ navsea.navy.mil.
   c. Karen Sachs (CFC-113 Solvent), PSNS Code 126.1, commercial (360) 476-7666, DSN 439-7666, facsimile (360) 476-0736, sachsk@psns.navy.mil.
   d. Lisa Johnson (Shipyards and SUPSHIPs), NAVSEA OOT, commercial (301) 743-4320, facsimile (301) 743-4180, johnsonlm@ih.navy.mil.

3. NAVICP:
   a. Ms. Margaret Cannon, NAVICP M07122.13, commercial (717) 605-1362, DSN 430-1362, facsimile (717) 605-3480, margaret_k_cannon@icpmech.navy.mil.

4. COMNAVAIRSYSCOM:
   a. Kimberly Gudmundson (Fleet Support), NAVAIR 3.6.3.1, commercial (301) 757-3097, DSN 757-3097, facsimile (301) 342-7737, gudmundsonk@navair.navy.mil.
   b. AMH1(AW) John Carver (Fleet Support), NAVAIR 3.6.3.1, commercial (301) 757-3106, DSN 757-3106, facsimile (301) 342-7737, carverjd@navair.navy.mil

c. Ken Sechrist (Depot Support), NAVAIR 6.3.4.2, commercial (301) 757-3062, DSN 757-3062, facsimile (301) 757-8451, sechristkd@navair.navy.mil.
d. Frank Magnifico (Technical Support), NAWCAD Code 4.3.5.3, commercial (732) 323-4282, facsimile (732) 323-4350, magnificofj@navair.navy.mil.

5. COMNAVFACENGCOM:
   a. Felix Mestey, NAVFAC ENQ-FM, commercial (202) 685-9313, DSN 325-5765, facsimile (202) 685-1670, mesteyf@navfac.navy.mil.

6. COMSC:
   a. Joe Bohr, Military Sealift Command Code N72PC, commercial (202) 685-5771, facsimile (202) 685-5224, joseph.bohr@msc.navy.mil.

7. DSCR:
   a. Steve Minus, DSC Richmond, VA, commercial (804) 279-5203, sminus@dscr.dla.mil.

8. Navy Shipboard Environmental Information Clearinghouse:
   a. For general questions on ODSs or to receive information on alternatives to ODSs, contact the Navy Shipboard Environmental Information Clearinghouse, (703) 416-1132, ozone@navyseic.com, http://www.navyseic.com.

J. Incorporation of Advisory:

1. The procedures and guidance outlined in this advisory will be incorporated into future updates to NAVSUP supply procedure instructions.

VIII. Advisories in Effect:

Advisory	Subject	Applicability
95-01	Canceled and Superseded by 95-01A	
95-01A	Mission-Critical Applications of Class I Ozone-Depleting Substances	All Navy Operating Forces and All Activities and Facilities Supporting Operational Units
96-01	Canceled and Superseded by 96-01A	
96-01A	Canceled and Superseded by 96-01B	
96-01B	Canceled and Superseded by 96-01C	
96-01C	Ozone-Depleting Substance (ODS) Supply Support	All Navy Operating Forces, New Ship Construction, and All Activities and Facilities Supporting Operational Units
96-02	Canceled and Superseded by 96-02A	
96-02A	Refrigerant Leak Repair and Record Keeping	All Navy Activities and Facilities Owning Or Operating Air-Conditioning and Refrigeration (AC&R) Units Greater than 50 lbs.
96-03	Canceled and Superseded by 96-03A	
96-03A	Shipboard Refrigerant Leak Repair and Record Keeping	All Navy Ships Operating Refrigerating Units With A Charge Greater Than 50 lbs.

Table 1: National Stock Numbers (NSNs) For Requisitioning ODSs From the DoD ODS Reserve

Commodity	NSN (9G Cog)	Cylinder Weight or Container Size
CFC-11	6830-00-079-4694	100 lbs (Drum)
	6830-00-281-3036	200 lbs (Drum)
	6830-00-899-9625	650 lbs (Drum)
CFC-12	6830-00-264-5913	45 lbs
	6830-01-443-0387	45 lbs[1]
	6830-00-292-0133	145 lbs
	6830-01-355-4011	1190 lbs
CFC-113	6850-01-426-4813	1-Gallon Can (Type I)
	6850-00-984-5853	5-Gallon Can (Type I)
	6850-00-983-0282	55-Gallon Drum (Type I)
CFC-114	6830-00-290-4379	57 lbs
	6830-01-443-0397	57 lbs[1]
	6830-00-088-3385	165 lbs[2]
	6830-00-782-6232	165 lbs
	6830-01-430-2857	165 lbs[1]
	6830-01-356-1201	1360 lbs
R-500	6830-01-357-7648	43 lbs
	6830-01-357-7646	127 lbs
R-502	6830-01-357-4840	44 lbs[3]
	6830-00-138-2482	128 lbs[3]
Halon-1211	6830-01-092-4420	2.5 lbs
	6830-01-254-5030	2.5 lbs
	6830-01-128-1673	5 lbs
	6830-01-283-9662	20 lbs
	6830-00-285-5887	200 lbs
	6830-01-219-8529	1500 lbs
Halon-1301	6830-00-555-8837	2.75 lbs[4]
	6830-01-392-4154	137 lbs[5]
	6830-00-543-6623	150 lbs[5]
	6830-01-356-9751	1240 lbs[5]
	6830-01-392-4999	1123 lbs[5]
	6830-01-430-2879	1800 lbs[5]
	6830-01-430-2885	1925 lbs[5]

[1] For only Navy shipboard applications, dual port spec gas (virgin) CFC cylinders.
[2] 10-inch-diameter cylinder for use by ships with 10-inch cylinder racks.
[3] Five (5) bottle limit each.
[4] Portable fire extinguisher with bracket for aviation use only. **NOTE: Not Free Issue**
[5] Bulk gas only. NOTE: Not for shipboard use except for charging of aircraft system cylinders. See section C for shipboard system cylinder procedures.

Table 2: NSNs For Ordering Empty ODS Recovery Cylinders

Commodity	Cylinder NSN	Cylinder Water Weight
CFC-11	8120-01-356-5960	42 lbs
	8120-01-356-9756	122 lbs
	8120-01-355-9763	1000 lbs
CFC-12	8120-01-355-4017	42 lbs
	8120-01-355-4018	122 lbs
	8120-01-355-4019	1000 lbs
CFC-114	8120-01-356-1245	42 lbs
	8120-01-356-1246	122 lbs
	8120-01-356-1247	1000 lbs
R-500	8120-01-357-6774	42 lbs
	8120-01-357-7656	122 lbs
	8120-01-357-7657	1000 lbs
R-502	8120-01-357-6770	42 lbs
	8120-01-357-6771	122 lbs
	8120-01-357-6769	1000 lbs
Halon-1202	8120-01-356-1781	122 lbs
	8120-01-447-3636	1000 lbs
Halon-1211	8120-01-356-1248	122 lbs
	8120-01-356-1249	1000 lbs
Halon-1301	8120-01-371-0533[1]	117 lbs

[1] Denotes a high pressure cylinder of 600 PSI plus.

Table 3: NSNs For Labeling Excess Or Recovered Halons, Refrigerants, Or Solvents In Any Type Of Cylinder Or Container To Be Turned In To The DoD ODS Reserve

Commodity	Container NSN	Cylinder Water Weight or Container Size
CFC-11	6830-01-355-9754	42 lbs
	6830-01-355-9756	122 lbs
	6830-01-355-9758	1000 lbs
	6830-01-368-4847	100 lbs (Drum)
	6830-01-367-9554	200 lbs (Drum)
	6830-01-367-9555	650 lbs (Drum)
CFC-12	6830-01-355-4013	42 lbs
	6830-01-355-6648	122 lbs
	6830-01-355-4015	1000 lbs
CFC-113	6850-01-424-8532	6 Ounces
	6850-01-424-8533	1 Pint
	6850-01-424-8540	1 Quart
	6850-01-424-8531	1 Gallon
	6850-01-424-8534	5 Gallons (60 lbs)
	6850-01-424-8535	100 lbs
	8850-01-424-8536	200 lbs
	6850-01-424-8537	55 Gallons (Drum)
CFC-114	6830-01-356-1203	42 lbs
	6830-01-356-1205	122 lbs
	6830-01-356-1207	1000 lbs
R-500	6830-01-357-7650	42 lbs
	6830-01-358-5123	122 lbs
	6830-01-357-7654	1000 lbs
R-502	6830-01-357-6726	42 lbs
	6830-01-357-6727	122 lbs
	6830-01-357-6905	1000 lbs
Halon-1202	6830-01-356-1780	122 lbs
	6830-01-447-3632	1000 lbs
Halon-1211	6830-01-376-8013	1-5 lbs
	6830-01-376-8014	6-10 lbs
	6830-01-376-8015	11-20 lbs
	6830-01-376-8016	21-60 lbs
	6830-01-376-8017	61-125 lbs
	6830-01-356-1209	126-200 lbs
	6830-01-376-8018	201-340 lbs
	6830-01-356-1211	341-1500 lbs

Table 3: NSNs For Labeling Excess Or Recovered Halons, Refrigerants, Or Solvents In Any Type Of Cylinder Or Container To Be Turned In To The DoD ODS Reserve (Continued)

Commodity	Container NSN	Cylinder Water Weight or Container Size
Halon-1301	6830-01-376-8394	1-5 lbs
	6830-01-376-8395	6-10 lbs
	6830-01-376-8396	11-20 lbs
	6830-01-376-8397	21-70 lbs
	6830-01-376-8398	71-100 lbs
	6830-01-371-0501	101-117 lbs
	6830-01-376-8399	118-125 lbs
	6830-01-356-9752	126-150 lbs
	6830-01-376-8400	151-200 lbs
	6830-01-376-8401	201-260 lbs
	6830-01-376-8402	261-350 lbs
	6830-01-376-8403	351-530 lbs
	6830-01-376-8404	531-600 lbs
	6830-01-356-5958	601-1240 lbs
1,1,1-Trichloroethane (Methyl Chloroform)		
	6810-01-424-8538	6 Ounces
	6810-01-424-9662	1 Pint
	6810-01-424-9665	1 Quart
	6810-01-424-8539	1 Gallon
	6810-01-424-9674	5 Gallons
	6810-01-424-9673	55 Gallons (Drum)

Table 4: NSNs For Labeling Empty Spec Gas (Virgin) Product Cylinders For Turn-In To The DoD ODS Reserve

Commodity	Cylinder NSN	Cylinder Fill Weight
CFC-11	8120-01-355-9760	59 lbs
	8120-01-355-9761	170 lbs
	8120-01-355-9762	1400 lbs
CFC-12	8120-01-337-1816	45 lbs
	8120-01-337-6242	145 lbs
	8120-01-355-4016	1190 lbs
CFC-114	8120-01-354-9400	57 lbs
	8120-00-063-3983[1]	165 lbs
	8120-01-337-6236[2]	165 lbs
	8120-01-356-1244	1360 lbs
R-500	8120-01-357-6773	43 lbs
	8120-01-357-6772	127 lbs
	8120-01-357-9137	1045 lbs
R-502	8120-01-357-7655	44 lbs
	8120-01-357-6239	128 lbs
	8120-01-357-6907	1050 lbs
Halon-1202	8120-01-339-6277	160 lbs
	8120-01-371-0532	2000 lbs
Halon-1211	8120-00-337-2899	200 lbs
	8120-01-396-2165	1500 lbs
Halon-1301	8120-00-531-8193[3]	137 and 150 lbs
	8120-01-356-5961[3]	1123 and 1240 lbs

[1] 10 inch diameter cylinder (49 inch height)
[2] 12 inch diameter cylinder (36 inch height)
[3] Denotes a high pressure cylinder of 600 PSI plus.